Chief Engineer says, have already been sanctioned by the Government and they are being worked out, *viz.*, Puliyurkulam, Airurkulam and Nedumkulam.

Works are in progress in the Kottukal channel, Marutur channel, Vazhankal *kulam*, etc.

Estimates are being prepared for and arrangements are being made to take up the restoration of the following tanks :—Pudukkulam, Viyankulam, Panangattukulam, Oodattalakulam, Karottankulam, etc.

Representations about 19 other tanks have also been received from the ryots. Estimates in regard to these tanks also have been arranged for.

The Chief Engineer says that he will see to the provision of a junghar at Puvar.

The Aruvikkara Irrigation Project requires investigation.

As regards the extension of the Chavadi road to join the Puvar extension, the work is being investigated and the necessary estimate is being prepared.

Regarding the repairs to the bridge in the Neyyattinkara-Puvar road, the Chief Engineer says that he will do the needful.

The works on the Amaravila-Ottassekharamangalam road will be expedited.

Re. the Balaramapuram-Puvar road, an estimate has been received. It will be scrutinised and provision made in the next year's budget.

57. Grievances of agriculturists.

Mr. M. Kochukrishna Pillai (Member, Neyyattinkara taluk) stated, at the outset, that in view of the fact that immediate replies were being given to the representations of the members and the fact that the subjects he proposed to speak upon had already been brought to the notice of the P. W. D., he would not take up much of the time of the house.

He requested that the restoration of the Karuppattichira and the connected irrigation channels, as also the Korandikkara sluice and the improvement of the Nemam-Uruttampalam trace, already taken up, might be completed without delay. He suggested that all the works necessary to prevent future damage to the *elas* served by the Kottukal channel and the Korandikkara sluice, might also be carried out very early. As a special officer and staff had been appointed in connection with the irrigation works in the taluk, he hoped that all irrigation tanks the restoration of which had been applied for might be taken up for restoration, if they were useful, irrespective of the question of their situation or extent.

As for communications in the taluk, he said that the Uruttampalam-Malayinkil trace, about 4 miles in length, was the shortest cut connecting the Pappanamcode-Kottur road and the Balaramapuram-Kattakkada road. The want of a bridge across a canal on that trace and a sluice in the *ela* close by rendered the road unfit for wheeled traffic, and the difficulties experienced by the public were indescribable on that account. He therefore prayed that the trace might be improved and made cartable. The Member next referred to the Peyad-Vellanad trace and said that, if that trace had not been maintained by the P. W. D., it would have been difficult to prove that it had ever been opened at all. He said that the trace was five miles long, and that for about a mile of the most difficult portion of it the people had cut open a different line, and it would therefore be enough if the remaining portion of the line, about four miles in length, was cut open and rendered fit for traffic. As regards the Tatchottukavu-Antiyurkonam trace, the Member said that the trace lay along the valley of a hill, and that if a portion of it for about a mile and a half which was very steep on one side was widened, it could be made use of by carts without danger. He also referred to the old and dilapidated condition of the foot bridge on the short cut connecting the Pappanamkode-Kottur road and the Kundamankadavu—Malayinkil road and said that on account of floods the wooden planks on one side of the bridge had been lying in a

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collapsed condition causing much inconvenience to the persons using the bridge. As the P. W. D. officers had themselves noted the dangerous condition of the bridge, he urged that the repairs thereto might be taken up at a very early date, as otherwise the bridge might completely collapse during the next floods. He also urged the conversion of the short cut into a cart road and pointed out that the necessity for that work had been noticed by the P. W. D. officers. He added that, for about half the distance, the people themselves had cut the road. He next urged the coversion of the trace from Venganur to Muttakkad and said that the trace was one having large traffic and hence it was very necessary that it should be improved. He also presented a petition on the subject from the people of the locality. He then referred to the local *poramboke* channels and said that, consequent on the breaches caused to such channels, the ryots suffered a great deal. No work was done in that direction, even though, in reply to the representations made at the 19th Session of the Assembly, it was promised that the Chief Engineer would inspect the localities and do the needful in the matter. He suggested that that work might also be entrusted to the special officer for irrigation, as it was very necessary that breaches on the banks should be repaired in the interests of cultivation. He also remarked that most of the channels and banks belonged to the Government; but no one seemed to have any responsibility for their proper upkeep. He therefore urged for the necessary works being carried out and for the channels being widened wherever necessary, and for a set of rules entrusting those works to responsible officers being issued and worked rigorously thereby.

In conclusion, the Member suggested that the repairs to the irrigation tanks and the traces referred to by him might be carried out simultaneously, as considerable saving of time and expenditure could be effected thereby.

President's reply.— As regards the widening of the traces referred to by you into cart tracks, the Chief Engineer will be asked to do the needful.

Regarding the first bridge mentioned by you, the necessary action will be taken and the bridge put in order. The work in the Korandikkari sluice will be expedited. Regarding the surplus *kal* from the Karuppattichira, the necessary works for restoring the Kottukal channel are in progress.

Your suggestion that, if the repairs to the tanks and the cart tracks leading to them were made simultaneously there would be considerable saving of time and expenditure since the materials necessary for the repairs to the tanks might be carried through the repaired roads, is noted.

Your other suggestions are also noted.

President.—Gentlemen, I am very glad to inform you that the Dewan is better, and that he will preside over the Assembly on Tuesday.

The Assembly adjourned at 5-15 P. M.

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